

Port of Charleston
2021 Prospectus



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CAROLINA
PORTS**



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CONTAINER BUSINESS OVERVIEW

The Port of Charleston continues to be the fastest-growing major port in the United States.

- CY2009 - CY2019 container volume has grown at 7.5% CAGR, far outpacing U.S. growth overall.
- CY2020 Volume totaled 2.27 million TEU (1,297,741) containers.
- Inland Port Greer volume continues to be strong totaling 140,126 rail moves in CY2020.
- Inland Port Dillon volume totalled 34,767 rail moves in CY2020.
- Charleston's intermodal rail volume now totals 27% of overall volume.
- Top commodities include auto parts, forest products, tires, furniture and consumer goods.
- 25 Weekly container services to and from 73 foreign ports. For a full list visit www.SCSA.com.

NON-CONTAINER BUSINESS OVERVIEW

SCPA heavy-lift, traditional breakbulk, and roll-on/roll-off business remains strong.

- 696,157 Tons of non-container cargo and 219,965 vehicles were handled in CY2020.
- Top commodities include power generation equipment, metals, and vehicles.

CARGO BASE EXPANSION

More than \$12 million sf of new port-dependent industrial buildings opened or were announced in South Carolina last year. Headlines include:

- **Walmart:** Announced new 3 million sf import distribution center near the Port of Charleston. Set to open late 2021.
- **Michelin North America:** Opened a new 3 million sf tire distribution center in Woodruff, SC. It's largest tire DC in the world.
- **TechTronic Industries:** Announced a new 1 million sf manufacturing and distribution facility in Anderson, SC.
- **Export Resin Transload:** Frontier Logistics and A&R Logistics each opened +500,000 sf transload operations near Charleston.



PORT PRODUCTIVITY

Still the most productive port in North America, the Port of Charleston sets the standard for turning ships & trucks.

- Average truck turn time 60 minutes for two-way move.
- Target berth production 150 moves per hour.
- Working ships at an average 38 moves per crane per hour.
- We're proud of our productivity so we publish our metrics to www.SCSPA.com/keeping-freight-moving every week.

With QuickPick you have access to your import loads immediately after vessel discharge.

Ask us about it.



VESSEL PERFORMANCE

Both carriers and BCOs can have confidence in Charleston's ability to work the next generation of containerships calling U.S. East Coast ports. Charleston has a decided advantage in max vessel draft, 24-hour draft, vessel width, and total vessel time in port.

- Current channel: 45-feet MLW (13.7m) and 51-feet (15.5m) on high-tide.
- Max vessel draft 48-feet today (14.6m).
- 6-Foot inbound vessel draft advantage vs. any competing port (1.8m).

CHARLESTON HARBOR DEEPENING

When complete in 2022 Charleston will be the deepest harbor on the U.S. East Coast and able to work fully-loaded New-Panamax ships on all tides.

- Project depth 52-feet MLW (15.8m) in the inner harbor and 54-feet (16.4m) offshore.
- New 24-hour vessel draft 48-feet (14.6m).
- New maximum vessel draft 52-feet (15.8m).
- Project fully-authorized by Congress. Construction began February 2018.

When harbor deepening is complete in 2022 the Port of Charleston will be the deepest port on the U.S. East Coast.



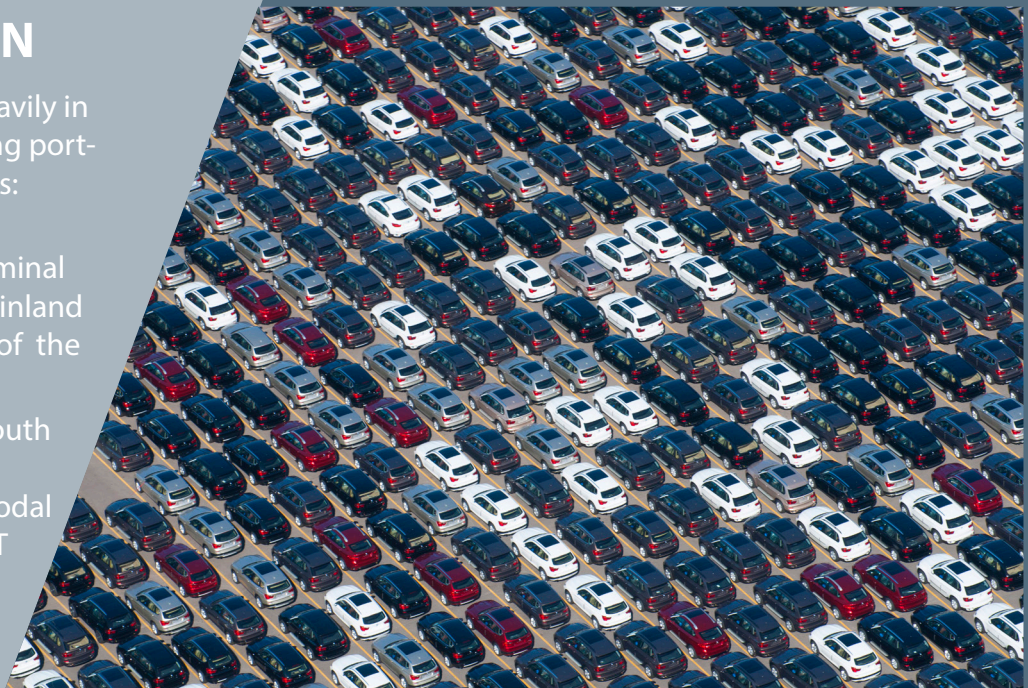
5 Fast-Growing Business Sectors

- Automotive manufacturing.
- Consumer goods distribution.
- Refrigerated/frozen exports.
- Transloading resin & grain.
- Tire manufacturing & distribution.

\$2.7 BILLION CAPEX PLAN

The State of South Carolina is investing heavily in the supply chain of tomorrow by enhancing port-related infrastructure. Included in the plans:

- \$1.6 Billion invested by the SC Ports Authority including a new marine terminal (HLT), upgrades to existing terminals, inland ports, new IT systems, and cost share of the HLT port access road.
- \$1.1 Billion invested by the State of South Carolina including Charleston Harbor deepening, a new dual-access intermodal container facility, cost share of the HLT port access road, and other projects.



**SOUTH
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